

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

Harbor Safety Committee of the San Francisco Bay Region

Thursday, May 9, 2019

Port of San Francisco, Pier 1, Bayside Conference Room

The Embarcadero, San Francisco, CA

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:02.

Marcus Freeling (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Jim Anderson** (M), CA Dungeness Crab Task Force; **John Berge** (M), Pacific Merchant Shipping Association; **Capt. Marie Byrd** (M), United States Coast Guard; **Capt. Bob Carr** (M), San Francisco Bar Pilots; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **Ben Eichenberg** (A), San Francisco Baykeeper; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Lt.Col. Kevin McCormick** (A), US Army Corps of Engineers; **Jim McGrath** (M), Bay Conservation and Development Commission; **Jeff Robbins** (M), General Steamship Corporation; **Julian Rose** (M), Marathon Petroleum; **Jeff Vine** (M), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the April 11, 2019 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. Announced that Sean Kelley, USCG VTS, recently passed away. A moment of silence was held and the meeting will be adjourned in his memory.

Coast Guard Report- Capt. Marie Byrd

- Introduced Howard Wright, new USCG Sector San Francisco Deputy Commander.
- Advised that Sail GP was a successful event. Lessons learned will be reported and comments are welcome. Jim McGrath thanked the Coast Guard for facilitating recreational access.

Harbor Safety Committee of the SF Bay Region

May 9, 2019

Page 1

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

- Advised that USCG Admiral Nadeau visited Sector SF last week with focus on marine safety. The USCG Commandant will be visiting next week and meeting with port partners.
- Advised that a memorial service for Sean Kelley took place last week. Sean Kelley served the public for 36 years in both active and civilian capacities.
- LCDR Rebecca Deakin read from the April- 2019 Prevention/Response Report (attached). A report on Sail GP will be compiled.

Army Corps of Engineers Report- Lt.Col. Kevin McCormick

- Advised that San Francisco District Change of Command will be taking place in June. Lt.Col. John Cunningham will be replacing Lt.Col. Travis Rayfield.
- Advised that an updated Consistency Determination for the bay is being developed and input from the committee is welcome. Final certification is expected in February, 2020.
- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The dredge Essayons has ongoing mechanical problems which may affect Main Ship Channel dredging scheduled for June. Beneficial reuse of dredge material from Redwood City dredging is planned. Debris removal numbers were well above average and included two derelict tugs. A public comment period is open until June 24th regarding the San Francisco to Stockton study.
- Capt. Korwatch asked if snow runoff was responsible for increased debris removal numbers. Lt.Col. McCormick advised that the increase can mainly be attributed to tug boat removal requested by Marin County.
- Julian Rose advised that dredge availability is a concern considering Pinole Shoal Channel deferred dredging.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- Advised that an announcement has been sent out regarding several HSC membership openings (attached). Committee members whose terms have expired are welcome to re-apply and there are no term limits. Contact Mike Zamora.

Harbor Safety Committee

of the San Francisco Bay Region

Mandated by the California Oil Spill Prevention and Response Act of 1990

NOAA Report- Jeff Ferguson

- Advised that NOAA's National Marine Fisheries Service reported whales in the vicinity during Sail GP and worked with race organizers to mitigate the risk of whale strikes. Maritime events are encouraged to contact NOAA Fisheries during planning and permitting may be required. An increase in malnourished whale carcasses has been observed possibly due to arctic feeding issues. The National Marine Sanctuaries Voluntary Vessel Speed Reduction Program will be in effect from May 1st through November 15th. Ben Eichenberg asked for information regarding the effectiveness of the speed reduction program.

State Lands Commission Report- (report attached)

Work Group Reports-

Tug Work Group- Capt. Sean Daggett advised that there was nothing to report.

Navigation Work Group- Capt. Bob Carr advised that there was nothing to report.

Ferry Operations Work Group- Capt. Thomas Kirsch advised that work continues to address ferry radio traffic congestion issues and electronic VTS reporting.

Dredge Issues Work Group- Julian Rose advised that in managing the Pinole Shoal Channel deferred dredging issue, project width should be considered in addition to depth. Channel edges are a concern. Capt. Carr advised that the Bar Pilots give a 20 percent buffer at channel edges to account for sloughing.

PORTS Work Group- Nothing to report.

Prevention through People Work Group- Nothing to report.

PORTS Report- Marcus Freeling

- Advised that PORTS IP modem upgrades are complete.
- Advised that bi-annual service of PORTS buoy-mounted current sensors was completed successfully. The equipment housing mounted on Oakland LB4 was damaged and will need to be replaced.
- Advised that several PORTS stations will require SatLink upgrades.

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

- Advised that equipment associated with the Pier 17 visibility sensor will be rearranged at the end of the May due to a conflict with USGS equipment at the location.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.

Public Comment-

- Catharine Hooper, Maritime Consultant, asked about the Oakland A's ballpark proposal for Howard Terminal. Capt. Korwatch advised that the Oakland A's will be sending representatives to the June HSC meeting in Oakland to present the ballpark project and answer questions. John Berge advised that the term agreement with the Port of Oakland will be voted on next week. Jim McGrath advised that the environmental review process continues. BCDC and State Lands' regulatory status has been upheld.
- Aaron Golbus advised that Joe Reilly is the Port of San Francisco's new Security and Emergency Planning Manager. Fleet Week planning is underway.
- Capt. Korwatch advised that the Marine Exchange will be moving operations to their new Emeryville office at the end of the month. Christoph Strobel, Marine Exchange, advised that the 24-hour operations center will be moved in the evening to minimize the impact of a potential disruption to Channel 10 radio communication. Phones and answering services should not be affected. Report distribution may be temporarily impacted. A notice will be sent out to all members before the move takes place.

Old Business- None

New Business-

- Linda Scourtis, BCDC, advised that the annual Harbor Safety Plan Update is underway. Work Group reports are needed in addition to any corrections to the plan.
- Capt. Korwatch advised of a company promoting watercraft used for biking across the bay that was featured in the SF Chronicle. Since these craft will be crossing shipping lanes, safety issues and regulations should be considered. LCDR Deakin advised that the USCG will be meeting with the company featured, Schiller Co. Jim McGrath advised that safety partnerships are crucial since there is a public cost to injuries. Aaron Golbus advised that there has been an increase in recreational boating, especially paddle boarding, along the SF waterfront. Ferries and other commercial vessels use the piers and regulations are needed for safety.

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

- Capt. Byrd announced that National Safe Boating Week begins May 18th and USCG Station San Francisco will be holding an open house.
- Capt. Korwatch announced that the biennial National HSC Meeting will be held June 25-27, 2019 in Huston, Texas.
- Capt. Korwatch announced that the Marine Exchange MayDay party is this evening at Pier 27.

Next Meeting-

1000-1200, June 13, 2019
Port of Oakland, Exhibit Room
530 Water Street, Oakland, CA

Adjournment-

A motion to adjourn to meeting in honor of Sean Kelley was made and seconded. The motion passed without dissent and the meeting adjourned at 10:48.

Respectfully submitted:



Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (APR 2019)

MARINE CASUALTIES

Reduction of propulsion (25APR19): A foreign flag tank vessel experienced a reduction of propulsion while transiting inbound to Richmond Inner Harbor. The causative factor was an air lock in the fuel service line and the vessel's crew effected permanent repairs. Class and Coast Guard attended the vessel and witnessed the successful repair along with satisfactory operation of the vessel's propulsion system. Coast Guard received and reviewed the Class report. Case closed.

Reduction of propulsion (27APR19): A foreign flag bulk freight vessel experienced a high temperature cylinder alarm resulting in speed reduction of the vessel. The causative factor was attributed to poor quality low sulfur marine diesel oil. The vessel's crew effected permanent repairs. Class and Coast Guard attended the vessel and witnessed the successful repair along with a satisfactory operation of the vessel's propulsion system. Coast Guard received and reviewed the Class report. Case closed.

Loss of propulsion (28APR19): A foreign flag tank vessel experienced a loss of propulsion while approaching the vessel's pier in Benicia, CA. The causative factor was attributed to an improper connection from the control air to the solenoid valve. The vessel's crew effected permanent repairs. Class and Coast Guard attended the vessel and witnessed the successful repair along with a satisfactory operation of the vessel's propulsion system. Coast Guard received and reviewed the Class report. Case closed.

Loss of propulsion (29APR19): A foreign flag container vessel experienced a loss of propulsion while approaching the vessel's pier in Oakland, CA. The causative factor was attributed to a loose electrical connection on the air starting valve's electronic solenoid. The vessel's crew effected permanent repairs. Class attended the vessel and witnessed the successful repair along with a satisfactory operation of the vessel's propulsion system. Coast Guard received and reviewed the Class report. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation, S-Band Radar (02APR19): A vessel was issued an inbound/outbound LOD due to an inoperable S-band radar. A technician attended the vessel, attempted repairs, and sent Coast Guard a report with plans to repair the radar at the vessel's next port of call. Case closed.

Letter of Deviation, X-Band Radar (03APR19): A vessel was issued an inbound LOD due to an inoperable X-band radar. A technician attended the vessel while at anchorage and effected repairs. Coast Guard reviewed and approved the final report. Case closed.

Letter of Deviation, AIS Transponder (04APR19): A vessel was issued an inbound LOD due to an inoperable AIS Transponder. A technician attended the vessel and effected repairs. Coast Guard reviewed and approved the final report. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (02APR19): While demolishing an old pier, an excavator hydraulic hose broke and discharged a small amount of hydraulic oil into Suisun Bay. The hose was repaired and no further IMD action was required. Case closed.

Letter of Warning (05APR19): A power outage at a marina caused the bilge pump on a recreational vessel to stop operating. The vessel sank and discharged a gallon of gasoline. The owner raised the vessel in conjunction with the harbor master. Case closed.

Notice of Violation (08APR19): While working construction, a hose on an excavator ruptured and discharged hydraulic. The hydraulic oil entered the water and created a sheen. This was the company's second offense. Repairs were made and a strap was ordered to protect the hoses from future ruptures. Case closed.

Letter of Warning (11APR19): At a dry dock, workers were refueling a ferry and left a transfer valve closed. Approximately 5 gallons of diesel was discharged into the Oakland estuary. The workers put out hard boom and sorbents and recovered most of the product quickly due to slack tide and favorable weather conditions. Case closed.

Letter of Warning (12APR19): After a report of a mystery sheen in Santa Cruz harbor, state law enforcement officers were able to identify the suspected vessel owner who stated they had a fuel line clog. Approximately 1 gallon of diesel was discharged into the harbor and deemed unrecoverable. Case closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

April 2019

PORT SAFETY CATEGORIES*	Apr-2019	Apr-2018	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.33
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	7	6	3.56
Navigation Safety (3), Port Safety & Security (4), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	13	11	9.61
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (7), Personnel (3), Other (3), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	3	2	1.94
Radar (2), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	3	0.42
Significant Waterway events/Navigation related Cases:	0	0	0.31
Total Port Safety (PS) Cases opened	24	22	16.17
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Apr-2019	Apr-2018	**3yr Avg
U.S. Commercial Vessels	2	0	0.83
Foreign Freight Vessels	0	0	0.08
Public Vessels	1	2	0.69
Commercial Fishing Vessels	1	0	0.53
Recreational Vessels	5	5	3.83
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	2	0	0.36
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	7	5	2.33
Mystery Spills - Unknown Sources	7	4	4.47
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	15	2	5.17
Spills 10 - 100 gallons	1	0	1.03
Spills 100 - 1000 gallons	0	0	0.14
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	9	14	6.81
Total Pollution Incidents	25	16	13.14
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	2.13	0.00	17.11
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.14
Estimated spill amount from Public Vessels	5.00	1.00	3.02
Estimated spill amount from Commercial Fishing Vessels	1.00	0.00	7.60
Estimated spill amount from Recreational Vessels	4.00	1.00	23.58
Estimated spill amount from Regulated Waterfront Facilities	5.00	0.00	1.69
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	12.25	0.00	11.62
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	29.38	2.00	64.81
Penalty Actions			
Civil Penalty Cases	0	0	0.00
Notice of Violations	1	0	0.31
Letters of Warning	4	2	2.81
Total Penalty Actions	5	2	3.11
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

**Harbor Safety Committee
Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District
May 9, 2019**

1. CORPS O&M DREDGING PROGRAM

The following report covers the planned FY 2019 dredging program for San Francisco Bay. While this program is subject to change based on a number of variables, it is based on actual FY 19 appropriations including the FY 2019 Work Plan. Please refer to the Local Notice to Mariners for details of dredge operations.

FY 2019 DREDGING

- a. **SF Main Ship Channel** – FY 19 dredging is being planned with expected work originally forecast to be completed in June by Essayons. Maintenance and repairs have required Essayons to remain in dry-dock for longer than anticipated. **Essayons Maintenance is still in flux with tentative arrival in bay middle of June.**
- b. **Richmond Inner Harbor** – **The Richmond Inner Dredging Episode bids were opened on 29 April. Bid evaluations are being conducted with expected award in mid-May of 2019. Dredging anticipated to commence mid-June.**
- c. **Richmond Outer Harbor (and Richmond Long Wharf)** –In alignment with last year’s proposal to alternate Hopper dredging between Pinole Shoals and Richmond Outer, dredging for Richmond Outer dredging was conducted with the Essayons and completed in November 2018. Richmond Outer is expected to be deferred in FY19.
- d. **Oakland Harbor** –The FY 19 Dredging contract is being accelerated to allow for additional placement time. **Early award has been planned for mid-May and has been validated by receipt of Biological Opinion from USFWS. Target bid opening is 8 May with in water work starting early June.**
- e. **Redwood City Harbor** – The 2019 dredging contract is being planned for award in late May. In partnership with the Coastal Conservancy placement at a beneficial reuse site is being evaluated. **An MOA to accept contributed funds for upland placement has been executed and confirmatory sediment testing and analysis for suitability of planned upland placement is being evaluated by the DMMO. A solicitation amendment detailing sediment suitability is being prepared for release during the week of 6 May with expected award in early June.**
- f. **San Pablo Bay (Pinole Shoal)** –In alignment with last year’s proposal to alternate Gov’t Hopper dredging Pinole will be dredged in 2019. Action is planned for June.
- g. **Suisun Bay Channel (and New York Slough)** – 2019 Clamshell award is being planned for July.

2. DEBRIS REMOVAL – Debris removal for April 2019 was 530 tons. Dillard: 35 tons; Raccoon: 45 tons; other boats: 450 tons, including 2 tugs contracted by Marin County. Average for April from 2009 to 2018 is 73.7 tons (Range: 26-142.5 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2019	TONS	TONS	TONS	TONS
JAN	55	0	78	133
FEB	40	0	50	90
MAR	40	29.5	15	84.5
APR	45	35	450	530
MAY	0	0	0	0
JUN	0	0	0	0
JUL	0	0	0	0
AUG	0	0	0	0
SEP	0	0	0	0
OCT	0	0	0	0
NOV	0	0	0	0
DEC	0	0	0	0

YR TOTAL
837.5

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

None to report.

5. OTHER WORK

San Francisco Bay to Stockton – The study is now being conducted by the Wilmington District to more efficiently match the study with available resources. The Tentatively Selected Plan (TSP) milestone for Phase I (Western Reach) of the project was held on 29 June 2016 with a recommended plan to deepen the Phase I reach of the project from a depth of -35 feet to -38 feet MLLW. **The draft integrated document has been released with the public comment period closing on 24 June. In addition a public meeting is being tentatively scheduled for 11 June.**

The draft can be found at:

<http://www.saj.usace.army.mil/About/DivisionsOffices/Planning/EnvironmentalBranch/EnvironmentalDocuments.aspx>

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

<http://www.spn.usace.army.mil/Missions/Surveys,StudiesStrategy/HydroSurvey.aspx>

The following surveys are posted:

Alameda Point Navigation Chanel: Condition survey of May 23, 2018.
Berkeley Marina (Entrance Channel): Condition survey of July 9, 2018.
Islais Creek Channel: Condition survey of July 17, 2018.
Larkspur Ferry Channel: Condition survey of July 9, 2018.
Main Ship Channel: Condition survey of April 5, 2018.
Mare Island Strait: Condition survey of July 10, 2018.
Marinship Channel (Richardson Bay): Condition survey of December 7, 2017.
Napa River: Condition survey of May 9-10, 2018.
Northship Channel: Condition survey of June 29, 2018.
Oakland Inner Harbor: Condition survey of March 19, 2019.
Oakland Outer Harbor: Condition survey of March 18, 2019.
Petaluma River (Across-the-Flats): Condition survey of December 19, 2017.
Petaluma River (Main Channel): Condition survey of December 12-13, 2017.
Petaluma River (Extended Channel): Condition survey of March 19-26, 2018.
Pinole Shoal Channel: Condition survey of February 6-7, 12 & 21, 2019.
Redwood City Harbor: Condition survey of March 19, 2019.
Richmond Inner Harbor: Condition survey of February 26, 2019.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of February 28, 2019.
Richmond Outer Harbor (Southampton Shoal): Condition survey of March 14, 2019.
Sacramento River Deep Water Ship Channel: Condition survey of January 16-21, 2019.
San Bruno Shoal: Condition survey of July 11, 2018.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of September 24, 2018.
San Rafael (Creek): Condition survey of September 24, 2018.
Stockton Ship Channel: Condition survey of January 26-30, 2019.
Suisun Bay Channel: Condition survey of March 7, 2019.
Suisun Bay Channel (Bullshead Reach): Condition survey of March 7, 2019.
Suisun Bay Channel (New York Slough): Condition survey of March 4, 2019.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of October 31, 2018.

SF-09 (Carquinez): Condition survey of April 15, 2019.

SF-10 (San Pablo Bay): Condition survey of April 15, 2019.

SF-11 (Alcatraz Island): Condition survey of April 4, 2019.

SF-16 (Suisun Bay Disposal Site): Condition survey of April 26, 2019.

SF-17 (Ocean Beach Disposal Site): Condition survey of November 7, 2018.

Requested Surveys:

Pre/Post-dredge and condition surveys are scheduled to occur throughout the year for all of San Francisco District's in-bay projects which are planned to be dredged in FY19.

NEW WEB ADDRESS – USACE WORK PLAN:

<http://www.usace.army.mil/Missions/Civil-Works/Budget/>

O&M DREDGING PLAN FOR FY19*

Project	Bid Opening Award Date	FY 2020												Estimated CY	Planned Placement Site
		MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC				
Richmond Inner Harbor	29 Apr/9 May			◆	◆	▨								350kcy	DODS/upland least cost
Oakland Harbor	8 May/22 May			◆	◆	▨								750kcy	DODS/upland least cost
Redwood City Harbor	16 May/28 Jun			◆	◆	▨								416kcy	SF-11, U/BU
Combined Sac/San Joaquin	10 Jun/17 Jun				◆	◆	▨		▨					350kcy	Various Upland
Suisun Bay Channel	26 Jun/15 Jul				◆	◆	▨							132kcy	U/BU OBDS/ SF-8
SF Main Ship Channel	N/A				■									350kcy	SF-11/SF-10
Pinole Shoal	N/A				■									300kcy	Deferred
Richmond Outer Harbor	N/A														

* Program execution is based on the FY19 President's Budget, Workplan and Federal Standard plan for each project.

Date of Update: 5/6/2019



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
505 Beach Street, Suite 300
San Francisco, California 94133-1131
415-441-6600 fax 415-441-3080 hsc@sfmtx.org

San Francisco Clearinghouse Report

May 9, 2019

- ✎ In April the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In April the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has not contacted OSPR in 2019 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2018 about a possible escort violation. The clearinghouse did not contact OSPR in 2017 about possible escort violations. The clearinghouse contacted OSPR 1 time in 2016 about a possible escort violation. The clearinghouse contacted OSPR 3 times in 2015 about possible escort violations. The clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The clearinghouse contacted OSPR 1 time in 2013. The clearinghouse contacted OSPR 3 times in 2012 regarding possible escort violations, 3 times in 2011, 6 times in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In April there were 104 tank vessel arrivals; 11 ATBs, 5 Chemical Tankers, 17 Chemical/Oil Tankers, 28 Crude Oil Tankers, 1 LPG, 23 Product Tankers, and 19 Tugs with Barges.
- ✎ In April there were 280 total vessel arrivals.

San Francisco Bay Clearinghouse Report For April 2019

San Francisco Bay Region Totals

	<u>2019</u>		<u>2018</u>	
Tanker arrivals to San Francisco Bay	74		83	
ATB arrivals	11		10	
Barge arrivals to San Francisco Bay	19		12	
Total Tanker and Barge Arrivals	104		105	
Tank ship movements & escorted barge movements	331		320	
Tank ship movements	181	54.68%	166	51.88%
Escorted tank ship movements	146	44.11%	134	41.88%
Unescorted tank ship movements	35	10.57%	32	10.00%
Tank barge movements	150	45.32%	154	48.13%
Escorted tank barge movements	29	8.76%	17	5.31%
Unescorted tank barge movements	121	36.56%	137	42.81%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	207		323		0		133		663	
Unescorted movements	83	40.10%	153	47.37%	0	0.00%	60	45.11%	296	44.65%
Tank ships	62	29.95%	118	36.53%	0	0.00%	52	39.10%	232	34.99%
Tank barges	21	10.14%	35	10.84%	0	0.00%	8	6.02%	64	9.65%
Escorted movements	124	59.90%	170	52.63%	0	0.00%	73	54.89%	367	55.35%
Tank ships	110	53.14%	144	44.58%	0	0.00%	62	46.62%	316	47.66%
Tank barges	14	6.76%	26	8.05%	0	0.00%	11	8.27%	51	7.69%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

San Francisco Bay Clearinghouse Report For 2019

San Francisco Bay Region Totals

	<u>2019</u>		<u>2018</u>	
Tanker arrivals to San Francisco Bay	293		787	
ATB arrivals	62		123	
Barge arrivals to San Francisco Bay	54		143	
Total Tanker and Barge Arrivals	347		1,053	
Tank ship movements & escorted barge movements	1,333		3,398	
Tank ship movements	711	53.34%	1,853	54.53%
Escorted tank ship movements	568	42.61%	1,458	42.91%
Unescorted tank ship movements	143	10.73%	395	11.62%
Tank barge movements	622	46.66%	1,545	45.47%
Escorted tank barge movements	82	6.15%	227	6.68%
Unescorted tank barge movements	540	40.51%	1,318	38.79%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	811		1,306		0		563		2,680	
Unescorted movements	398	49.08%	671	51.38%	0	0.00%	270	47.96%	1,339	49.96%
Tank ships	322	39.70%	529	40.51%	0	0.00%	242	42.98%	1,093	40.78%
Tank barges	76	9.37%	142	10.87%	0	0.00%	28	4.97%	246	9.18%
Escorted movements	413	50.92%	635	48.62%	0	0.00%	293	52.04%	1,341	50.04%
Tank ships	385	47.47%	559	42.80%	0	0.00%	259	46.00%	1,203	44.89%
Tank barges	28	3.45%	76	5.82%	0	0.00%	34	6.04%	138	5.15%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.



STATE OF CALIFORNIA
THE NATURAL RESOURCES AGENCY

May 01, 2019

ANNOUNCEMENT FOR:

Harbor Safety Committee of the San Francisco Bay Region Membership

The Office of Spill Prevention and Response (OSPR), is accepting applications for membership on the Harbor Safety Committee of the San Francisco Bay Region. The OSPR is seeking applicants for the following positions:

- Representative of Labor Organizations (Primary Member)
- Representative of Labor Organizations (Alternate Member)
- Representative of Pilot Organizations (Primary Member)
- Representative of Pilot Organizations (Alternate Member)
- Representative for the Port – Benicia (Alternate Member)
- Representative of Dry Cargo Vessel Operators (Alternate Member)

Qualified individuals who reside in the San Francisco Bay area are encouraged to apply. A Harbor Safety Committee application can be obtained at the following internet site:

<https://www.wildlife.ca.gov/OSPR/Marine-Safety/Harbor-Safety/Harbor-Safety-Application>

Please follow the instructions for e-mailing an electronic application along with a current resume as indicated in the online application. All applications must be received by June 14, 2019. The OSPR intends to appoint the new members in July 2019.

If you have questions regarding the requirements for a position, or the application process, please contact Mr. Michael Zamora at e-mail address michael.zamora@wildlife.ca.gov, or by telephone at (916) 327-9406.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - APRIL COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
APRIL 1 - 30, 2018	221	83	37.56
APRIL 1 - 30, 2019	214	71	33.18

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
APRIL 1 - 30, 2018	16,567,500		20,703,304	8,318,574	29,021,878
APRIL 1 - 30, 2019	14,135,000		20,716,700	7,541,082	28,257,782

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
APRIL 1 - 30, 2018	0	0	0	0
APRIL 1 - 30, 2019	0	0	0	0

Disclaimer:

Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.